

Montana and the Sky



Vol. 35, No. 3

MONTANA AERONAUTICS DIVISION

March 1984

AERONAUTICS COMPLETES REGISTRATION PROJECT

Staff members of the Montana Aeronautics Division have recently completed a project which entailed checking the FAA aircraft registry against Montana state registration lists. Owners of those aircraft which were found to be on the FAA list but not registered with the state were sent letters of reminder that aircraft registration is required under state law (MCA 67-3-201). The deadline for aircraft registration (including ultralights) was changed during the 1983 legislature from June 1 to March 1.

Registration forms may be obtained from county assessors and must be filled out by the aircraft owner and signed by the county treasurer after payment of the aircraft tax OR signed by the county assessor if the aircraft is filed as a lien against real property. An aircraft purchased after the March 1 deadline date must be registered within 30 days from the date of purchase except that aircraft engaging in commercial operations shall be registered prior to commencing operation.

A dismantled or unflyable aircraft need not be registered. However, a registration form must still be signed and returned to Montana Aeronautics certifying its condition. The \$5 fee is not required. If during the year the plane is returned to a flyable condition, it must then be registered.

Aircraft dealers holding aircraft solely for the purpose of resale need not register those aircraft. However, if those aircraft are being flown for other

than sales demonstration purposes, they must be registered.

Montana law makes it mandatory for the Aeronautics Division to assess a \$100 penalty against aircraft owners who register their aircraft after the deadline. In addition to the \$100 late penalty fee, MCA 67-3-202(3) makes it a misdemeanor for a person to operate an aircraft without having a certificate of registration. The penalty for a misdemeanor is a fine of not more than \$500 or by imprisonment in a county jail for not more than 90 days, or both.

Airport Consulting Firm Begins Business

A new company, based in Helena, is offering airport maintenance services to Montana's general aviation airports.

The owners of Airport Maintenance & Consulting, Inc. are Nils Pearson and Bob Settle, both from Helena. Nils is a civil engineer and a pilot with ratings that include commercial and multi-engine. He has worked as an airport engineer in Helena for both the FAA and Morrison-Maierle, Inc. Bob is an A&P mechanic and is also an accomplished pilot. Bob has worked on both aircraft and heavy equipment for many years and brings with him an extensive knowledge of the type of equipment needed to maintain an airport. Nils and Bob have together

accumulated a total of 45 years of flying experience.

Specifically, the company offers routine maintenance, such as mowing grass, rolling of sod runways, pavement sweeping, and other miscellaneous work. They also work with the airport owner in developing a comprehensive multi-year maintenance plan and budget.

In addition to the above, AM&C can aid the airport during more extensive maintenance tasks, such as crack sealing, pavement painting, obstruction removal, or even isolated pavement repair. By using their expertise and experience, AM&C will assure that the airport receives efficient maintenance at a reasonable price.

We are excited to see AM&C begin serving Montana airports. If you think AM&C can help improve your airport, contact Nils Pearson, AM&C, 524 First Street, Helena, Mont., 59601, phone 442-2622 during the day or 442-4720 in the evening.



Bob Settle (left) and Nils Pearson of Helena are owners of a new airport maintenance services company.

Administrator's Column

I, along with Fred Hasskamp, Patty Mitchell, and Will Mavis, attended the Northwest SAR Council meeting held in Salt Lake City on January 24 - 26. The meeting was hosted by the Utah Aeronautics. An excellent program was presented which included the use and availability of search dogs, U.S. Forest Service policies and resources, FAA test program for ELT monitoring, satellite ELT monitoring, individual state reports, and a report on the Air Force Rescue Coordination Center reorganization, presented by the new commander, Col. Heeter. We found the meeting to be very informative and worthwhile.

* * * * *

Fred and I attended the National Aviation Safety Conference held in Reno, Nev., February 1 - 4. This conference was held in conjunction with the Alaska Air Carriers Association Convention and the Alaskan Aviation Safety Foundation Safety Conference. Many workshops and seminars were offered and ran concurrently; however, everyone was scheduled in such a way as to be able to attend them all. The program included NASA, who gave a series of presentations covering all-weather aircraft research, navigation and guidance in remote areas, advanced research aircraft vehicles, advanced rotorcraft research, and general aviation safety research. AOPA gave an overview on the AOPA Air Safety Foundation's safety programs; NATA discussed the FAA regulatory and legislative issues facing the industry; the FAA gave an overview of their seminars and training programs; and the U.S. Air Force gave an overview of flight safety programs offered by the Air Force as well as a report on their problems with "bird strikes." Outstanding guest speakers included Gen. Chuck Yeager, Moya Lear, Larry Burian (NATA), and Brian Barents (vice president of Cessna).

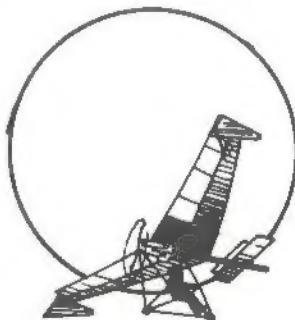
* * * * *

During the last MAAC meeting, held in Billings on February 25, I reiterated an offer I made to the MAMA during their meeting at Fairmont on October 28 to host a meeting of representatives from each aviation group in Montana to come to the Aeronautics Division and let me and our key staff personnel explain our programs, budget, and revenue picture.

The Aeronautics Division is faced with continuing shortfalls in revenue receipts and future budget decisions. It has become obvious to me over the past few years that many of the aviation people in Montana are familiar with only certain facets of our operation and do not have a knowledge of the overall scope of our activities. It is anticipated that a meeting such as this will be beneficial to Montana aviation organizations in determining what course of action they may recommend and support in resolving the serious budget cuts presently being faced by the Aeronautics Division. In addition to the aviation organization representatives, I urge anyone interested to attend this meeting. The meeting will be held at the Aeronautics Division beginning at 9:00 a.m. on March 30. If you have any questions, please do not hesitate to give me a call.

A Reminder...

Please send ideas and suggestions for agenda topics and activities for the upcoming statewide aviation conference to Ted Mathis, Conference Chairman, Gallatin Field, Box 146, Bozeman, Mont. 59715.



Montana and the Sky
USPS 359 860
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Ted Schwinden, Governor
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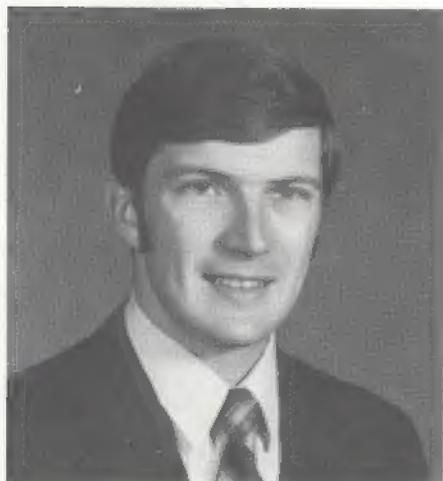
Official Monthly Publication
of the
AERONAUTICS DIVISION
Phone 444-2506
Box 5178
Helena, Montana 59604
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MONTANA AND THE SKY is
published monthly in the interest of
aviation in the State of Montana.
Second-Class postage paid at
Helena, Montana 59604
Subscription \$2.00 per year
Editor: Martha E. Kurtz



Spray Operations Prohibited at Gallatin Field



By: Ted Mathis, Manager
Gallatin Field

For the past several years, the Gallatin Airport Authority has worked with the Montana Department of Health and Environmental Sciences and the local agricultural spray operators in an effort to provide a safe, clean, spray aircraft service facility at Gallatin Field.

Recent changes in state Health Department procedures would appear to make it impossible for the Gallatin Airport Authority to allow the operation of agricultural spray operators and still comply with state Health Department standards. For this reason, the Gallatin Airport Authority Board, at its regular monthly meeting on Wednesday, March 7, 1984, voted to prohibit the storage, handling, use, or disposal of all hazardous materials as defined in EPA publication 8700-12FR at Gallatin Field. The prohibition includes, but is not limited to, the aerial spraying companies.

We hope that the agricultural spray operators of Montana, the state Department of Agriculture, and the state Department of Health and Environmental Sciences can devise a plan by which the agricultural spray operators will be able to safely operate from Gallatin Field and other airports throughout the state.

CALENDAR

March 23 - 25 — Flight Instructor Refresher Clinic, Coach House East, Helena.

March 30 — Safety Seminar, Federal Building, Billings.

March 31 — Flying Companion Seminar, Billings Airport. (Contact Kay Roam at 252-7765 for more information.)

April 7 — 99s meeting, Conference Room, Missoula Airport.

April 17 — Aeronautics Board Meeting, Pilots Lounge, Billings Logan Field.

April 17 - 20 — Combined Airports Conference, Sheraton Hotel, Billings.

May 20 — MFF Man and Woman of the Year Fly-In, Moccasin.

June 1 - 3 — MPA Convention, Lewistown.

June 22 - 23 — Statewide Aviation Conference, "Aviation '84," Ramada Inn, Billings.

July 13 - 15 — Northwest Regional Super Safety Seminar, Wenatchee, Wash.

July 14 - 19 — IFF Convention, Convention Centre, Winnipeg, Manitoba.

July 21 - 22 — Schafer Meadows Fly-In.

July 22 — Aviation Day, Missoula. (Changed from August 5.)

Sept. 7 - 9 — MAAA Fly-In, Three Forks.

Sept. 14 - 16 — Reno Air Races, Reno, Nev.

Sept. 21 - 23 — Mountain Search Pilot Clinic, Kalispell.

Sept. 22 — Jackpot Air Race.



An Addendum...

Last month's Montana and the Sky contained a listing of airline traffic increases in 1983. Inadvertently omitted from the list was the air traffic at Great Falls. Through a phone call, we found that traffic at Great Falls International had increased 11.37% over last year with a total of 145,713 passengers.

Billings to Host Combined Airports Conference

The 1984 Combined Airports Conference is scheduled to be held in Billings on April 17 - 20. The Conference includes Washington, Oregon, Idaho, Montana, Wyoming, and Colorado. The Conference combines participants from three previously separate spring meetings (Northwest Chapter of American Association of Airport Executives, the Northwest Aviation Planning Conference, and the state Airport Management Associations in the Northwest). The Conference will be held at the Sheraton Hotel Conference Center in downtown Billings.

Bruce Putnam, director of aviation at Billings Logan Field, is serving as Conference chairman; and Joe Attwood, manager of Great Falls International, is program chairman.

According to Attwood, the program will involve universities, government, private industry, vendors, and other airport people. The Conference program covers a broad spectrum of interests and allows the Montana aviation community to talk about issues which are related not just to Montana but other states and even national aviation concerns.

Agenda items include information on the economic influence of airports, airport legal issues, general aviation futures, various topics covering management, communication and computer use, and time set aside for the FAA.

Luncheons will feature special speakers and, in addition, social activities will include a dinner/theater presentation and a banquet.

Further information can be obtained by contacting Bruce Putnam, Director of Aviation, Billings Logan International Airport, Billings, Mont., 59105, phone 657-8495.



Mechanics Seminar a Success

The annual Montana Aeronautics Division Aviation Mechanics Refresher Seminar was held in Helena at the Coach House East February 28 through March 1.

More than 75 mechanics and IAs from around the state participated in the course which featured speakers from the aviation industry who traveled to Helena from as far away as Texas.

The speakers for the clinic supplied the mechanics with some new knowledge on engine overhauls, electrical systems, oil analysis, valve problems, batteries, engine balancing, and FAA regulations.

Bill Gordon represented both Aircraft Technical Publication Company and AOA Oil Analysis. Frank Gurko from Champion Spark Plugs had an informative presentation on ignitors followed by Skip Koss from Marathon Batteries who livened up the group with a door prize of a Marathon calendar.

Two aircraft manufacturers, Cessna and Beechcraft, supplied information on their newest aircraft; and Cessna also explained the electrical systems on the Cessna single engine aircraft. Superior Air Parts was represented by Charles Dedmon who once again presented much needed information about valves and other engine components. AAR Western Skyways was well represented by Roger Fuchs who spoke on engine balance. Bob Robbins represented Continental Motors again this year and, as usual, brought the mechanics new information and answered questions.

Very much in the spotlight was Van Dusen Aircraft Supply who gave out a variety of nice door prizes as well as hosting a hospitality suite each evening. Jesse Appedaile from Billings and Walter Morehouse from Van Dusen kept the mechanics entertained.

The FAA was represented by Dick Brodowy from the Helena office and Jim Crouse from the Billings office who were on hand to renew the IA on March 1.

THIRD WINTER SURVIVAL CLINIC HELD

The third annual Winter Survival Clinic sponsored by the Montana Aeronautics Division was held at the Vo-Tech Center in Helena and at the Lincoln Airport on March 2, 3, and 4.

Pilots and non-pilots alike were invited to participate in both the classroom portion and the outdoor practical training. Many of the "survivors" were new to the outdoor winter survival, but some have returned from other years with new knowledge that really helped them to stay warm in the big snow storm that dumped up to a foot of new

snow as the participants arrived in the Lincoln area.

Some of the "experienced" survivors used the aircraft for survival and built snow blocks to keep in the heat. Others in the field built small shelters which took very little time and energy and were quite warm and cozy. Firewood was in abundance from downfall, so everyone could build a nice, warm fire.

Everyone learned from the experience that included a critique of each shelter and the participants' survival techniques.



Participants shovel snow into a pile where it compacts and then the inside can be cleaned out to make a snow cave for shelter.



Survivors gather around and Skip Stoffel prepares to give a lesson on how to cut snow blocks for use in building shelters.



At left and above, Skip Stoffel demonstrates the use of a pruning saw to make snow blocks for building a "fighter trench." Even though there was not a lot of deep snow at Lincoln, enough blocks could still be cut to make a very adequate shelter. The blocks are cut one by one and then the edges are beveled so that they will fit together and support each other.



Will Mavis and Mike Ferguson share coffee and conversation in front of their shelter.



Clinic participants learned how to use parts of the airplane in building a shelter. The photo above shows how snow blocks were packed around the broken wing and fuselage to provide protection from the elements.

FAA TEST PROGRAM CHANGES

Effective March 1, 1984, the new FAA Written Test Program went into effect. The new program has several important changes.

FAA no longer furnishes the test booklets to FAA Designated Written Test Examiners free of charge as in the past. Examiners are now responsible for purchasing whatever booklets they wish to have the ability to administer.

There are no longer any written test guides. The test booklet used to administer written tests by the examiner may now be purchased by the aviation public for use as a test guide. However, the applicant cannot use his/her personal copy of the booklet when taking the official written examination. The examiner will furnish to the applicant a clean, unmarked test booklet from which to administer the written test.

These test booklets may be purchased from any Government Printing Office bookstore located in larger cities. The two closest stores are: Denver Bookstore — (303) 837-3964; and Seattle Bookstore — (206) 442-4270.

Great Falls Area

C. J. Kinna
Box 485
Fairfield, MT
467-2103 or 467-2352

Missoula Area

Don Gaul
106 Cove Court
Missoula, MT
251-4863

Hamilton Area

Lonnie Roberts
Box 948
Hamilton, MT
363-3833

Bozeman Area

Carol Fechter
Box 23, Gallatin Field
Belgrade, MT
388-1351 or 388-6827

Kalispell Area

Ken Byers
Route 7, 1667 Stag Lane
Kalispell, MT
755-0714

The booklets average approximately \$6 per copy.

With this new written test program, the following tests will not be administered by an examiner without FAA Form 8060-7, Airman's Authorization for Written Test, which can only be issued by an FAA Inspector:

Airline Transport Pilot — 121 and 135

Mechanics — General, Airframe and Powerplant

Flight Engineer

Aircraft Dispatch

Parachute Rigger

As of March 19, 1984, FAA Flight Standards in Helena will no longer administer written tests. The following is a list of FAA Designated Written Test Examiners for western Montana. These examiners will administer tests by appointment only and will require a fee for the written exam. In cases where two telephone numbers are shown, the first is business, the second home.

If there should be any questions or problems with the FAA Written Test Program, please contact Leah French at 449-5270 in Helena.

Helena Area — A&P Only

Harold Keilman
Box 564
East Helena, MT
442-0051 or 227-5806

Helena Area

Clayton Wilhelm
Box 4474
Helena, MT
458-5888 or 444-6992

Butte Area

George Wetherell
3337 Keokuk
Butte, MT
723-5421, Ext. 2880

Polson Area

John Stene
Box 559
Polson, MT
883-6244

99s Activities Updated

The Montana Chapter of the 99s has continued to be active with presentations of Flying Companion seminars. Seminars were conducted in Bozeman on January 11 and in Kalispell on February 22. Both seminars were well attended. The seminars are a statewide project of the 99s in an effort to promote aviation and to help allay the fears of those who fly as passengers by teaching them something about piloting.

At each of the seminars the 99s have raffled one hour of free flight instruction donated by a local FBO. The Bozeman winner was Connie Hahn. Her flight instruction was donated by Sunbird Aviation. Strand Aviation and Stockhill Aviation in Kalispell each donated an hour, and the winners there were Janet Metzger of Kalispell and Joan Wilkins of Polson.

Another Flying Companion Seminar is planned for March 31 beginning at 10:00 a.m. at Billings Logan Field. More information can be obtained by calling Kay Roam at 252-7765 in Billings.

On April 1, Bozeman area 99s will begin selling raffle tickets which will entitle the lucky winner to one hour's scenic flight over the Bozeman area. Another drawing from the same raffle will offer one hour of free flight instruction.



Connie Hahn, Bozeman (second from left), won one hour of free flight instruction donated by Sunbird Aviation at the Bozeman Flying Companion Seminar. She is pictured here with 99s Seminar instructors (from left) Patty Mitchell, Lynne Kitto, and Loretta Chapman.

AIRPORT AUTHORITIES



By: Dave Kneedler, Chief
Airport/Airways Bureau

Although we were successful in securing passage of the Airport Authorities Act during the 1971 legislative session, relatively few counties or local communities in Montana have taken advantage of that legislation and created true airport authorities. This causes us to wonder whether the advantages of an authority versus the traditional airport board/commission are fully appreciated; and we are, thus, taking this opportunity to highlight some of the differences.

The basic structure of an airport authority is not unlike an airport board/commission insofar as both bodies are comprised of members which have been appointed by the elected officials (city, county, or both) which created it. An airport authority may be municipal, created by one municipality, or regional, created jointly by two or more municipalities. (A municipality is defined in the law as a county, city, village or town.) After adopting a resolution creating a municipal or regional airport authority, the governing body(s) of the municipality appoint no less than five persons to serve as commissioners of the authority. At this point, the similarities with airport boards/commissions end.

Our reasons for encouraging passage of the Airport Authorities Act centered around a strong belief that they are a much more businesslike way to run an airport. Generally speaking,

the main philosophical difference between airport boards/commissions and airport authorities is that the airport board or commission is strictly advisory, which requires that the governing body of the municipality involve itself in the sometimes minute and mundane details of running the airport. The airport authority, on the other hand, while serving at the pleasure of the governing body relieves it of day-to-day airport operations matters because of its powers under the law.

Here are some specific differences and advantages:

1. **Taxes.** Within the statutory two-mill limit, an airport authority may certify to the governing body the amount of taxes which must be levied to support the airport operation. An airport board, on the other hand, can only tell its governing body how much money it will need to operate the airport for the coming year and must then rely on the give-and-take of a political process to determine whether or not the amount needed will actually be received.

2. **Contracts.** An airport authority may enter into contracts and other instruments necessary to the operation of its airport, thus relieving its governing body of that responsibility.

3. **Sinking fund.** An airport authority may create a sinking fund (referred to as a debt service fund) of up to \$5 million for the use, repairs, maintenance, and capital outlays of its airport. An airport board/commission may only establish a reserve fund to resurface, overlay, or improve existing runways, taxiways, and ramps, the necessity of which is based upon competent, formal engineering estimates. Furthermore, such a reserve fund may not exceed at any time the competent engineering estimate of the cost of such work.

4. **Zoning.** An airport authority may establish comprehensive zoning regulations in accordance with Montana law. In the case of airport boards or commissions, this usually unpopular action remains the responsibility of the elected officials of the municipality.

5. **Eminent domain.** Airport authorities have the right of eminent

domain. In the absence of an airport authority this, again usually unpopular measure, is left to the governing body.

6. **Land ownership.** The airport land ownership may be transferred to the airport authority. It is important to note that that is a requirement in order to be recognized as a true airport authority by the FAA. Several Montana airports call themselves airport authorities. However, only two are recognized as such by the FAA.

We hope the foregoing has provided some insight into why the Montana Aeronautics Division and the FAA feel strongly that an airport authority is by far a more businesslike way to operate an airport and, even more so, that it may encourage local community leaders to move toward the establishment of an airport authority in their own communities. If there are questions, or if we may be of help to you in establishing an authority, please let us know.

First Ultralight Registration Recorded



Martin Elshire, vice president of Aerotronics in Great Falls, became the first Montanan to register his ultralight under the new law passed by the legislature. He is pictured giving Patty Mitchell, supervisor of Aviation Safety and Compliance, his registration form and his \$5 fee. The 1983 legislature passed a bill which requires ultralights to be registered with the same requirements and deadlines as aircraft registration. The new law also requires ultralight pilots to register.

FAA Issues Certificates

PRIVATE

Phillip Eisenzimer .. Columbia Falls
 Marlene Keller Kalispell
 Ernest Satterthwatt Roundup
 Donald Nadeau..... Helena
 Stanton Howe Helena
 Robert Turner Missoula
 Stanley Alfson Fairfield
 John Smart Geraldine
 James Billie Helena
 Mary Gernaat Great Falls
 Lloyd Wright Brussett
 Gwendolyn Priewe Billings
 Joseph Link Billings
 Doug Chapman..... Gardiner
 Charlene Gustafson Billings

COMMERCIAL

Kevin Collins.....Great Falls
 Delmar Benjamin Shelby

MULTI-ENGINE

Van Robinson Kalispell
 Dave Schuler..... Dutton
 Donald Pedersen Helena
 Jay Zygmund..... Billings

ATP

Michael Brownlee Helena
 David Jourdan Billings
 Wesley Keeley..... Billings

INSTRUMENT

Richard Day Gallatin Gateway
 Kenneth DeBree..... Helena
 Gary Jorgenson Helena

INSTRUCTOR

Kenneth McNees (Renew).... Helena
 Daniel Paulson (Ground) ... Missoula
 Alvin Bunkowske (Renew) ... Helena
 Mary LaMoy (Ground)..... Missoula
 James Stroh (Renew) Havre
 Albert Newby (Renew) Belgrade
 Timothy Dwyer Havre
 Edward Chinske Havre

2,500 copies of this public document were published at an estimated cost of \$.25 per copy, for a total cost of \$626, which included \$487 for printing and \$139 for distribution.

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NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform laws and regulations; and to otherwise encourage cooperation and mutual aid among the several states."



P.O. Box 5178
 Helena, Montana 59604

March 1984

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 Postage Paid at
 Helena, MT 59604